

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES**

DATE..... March 23, 2004
TIME..... 7:00 P.M.
PLACE..... Grand Prairie Room
County Office Building

ATTENDEES NAME

Steve Clevenger
Pat Wilkerson
Geneva Werner
Sue Uhlig
Paul Slavens

STAFF

Doug Poad
Brian Weber

ORGANIZATION

Citizen
Historic Jeff Neighborhood
Vinton Neighborhood
Sierra Club

TITLE

Senior Planner-Transportation
Transportation Planner

I. APPROVAL OF THE JANUARY 27, 2004 MEETING

Doug Poad asked if there were any additions or corrections to the minutes. There were no objections and the minutes were approved as submitted.

**II. FEEDBACK & DISCUSSION FROM GROUP REPRESENTATIVES:
2003 Building Permits-Interesting Stuff**

Doug pointed out some of the hot areas in the County for residential growth.

18th and Kossuth Street Application for HES Federal Funds

Doug stated that the construction for this intersection could start late this year as the funds have already been granted. **Pat Wilkerson** thanked Doug for finding the grant money to improve this intersection. **Doug** explained that this project was unusual because it would be 100% funded by federal money, and no local funds would be used. He mentioned that the County also had two grants that were approved. He stated that they are working on another application for federal funds for the intersection of Earl Ave and State St. **Pat** asked what kinds of improvements they were looking at for that intersection. **Doug** said that they would replace the four-way stop with a traffic light, better painting of the lanes and additional sidewalks. He explained that 24th Street would also be reconfigured so that it would be further away from the intersection. **Pat** stated that it is hard for the school children to cross this intersection because of the four-way stop. **Doug** stated that even though there have not been any pedestrian accidents at this intersection that was a safety concern. **Pat** asked where the sidewalks would be located. **Doug** pointed out that State St. only has sidewalks on one side and if this grant is approved, they will be put in on all sides of State St. He said that the sidewalks on Earl Ave would also be improved and expanded. He stated that all four corners would also have curb cuts for the handicapped. **Pat** asked if this was a definite plan. **Doug** explained that the application for the grant would be submitted within the next month and should have an answer within 2 months. **Steve Clevenger** asked when construction for 18th and Kossuth was expected to start. **Doug** stated that at the earliest it would begin in September or October. He said that it is more likely that it would be in the next construction year because it was such a large project. He pointed out that it would also take a very long time to complete because the intersection is heavily traveled and would have to be done in phases. He stated that the project was designed almost completely in the right-of-way. **Pat** said that she hoped that the new light would have turn signals and not just solid colors. **Doug** explained the different kinds of lights available and said that he was not sure which kind they decided on. He stated that one of the requirements for this grant was to analyze the accidents for the last 5 years.

III. PROGRAM**Transit Issues: John Metzinger, City Bus**

John stated that he plans out bus routes and does marketing and relations for CityBus. He gave a short introduction highlighting the importance of community input of public transportation. He stated that CityBus is in the process of improving its routes. He said that the following power point presentation would be presented to the CityBus board of directors for a vote, the next night. He pointed out that this was the same proposal that was presented at the public hearing for review and input. He gave a history of this process and recapped the research involved in this proposal. He recapped the suggestions and needs that arose as a result of this research. He stated that the main concern was frequency of buses. He listed several areas and neighbors that would have increased routes. He stated that other proposed

improvements include expanded passenger amenities like shelters, route information available at the stops and handicap accessible amenities.

John reviewed the proposed changes to the routes. **Geneva Werner** asked how the route changes would affect school children who are taking city buses. **John** explained that the children would have to walk an additional block to catch the bus but would still be dropped off in front of the school. **Geneva** asked if CityBus would be allowing extra time at the stops to wait for children. **John** pointed out the importance of being on time at each stop. He continued to review changes to the routes.

Doug asked if they had received any feedback from the businesses in the strip mall on the corner of 18th and Brady Lane. **John** stated that they have not had any comments from those businesses. **Geneva** asked if there was data available on the number of people that used the stops that are being eliminated. **John** stated that data was available, but he did not have it on hand. He continued to review changes to the routes. **Pat** asked where the extra Ivy Tech passengers would be coming from. **John** explained that they would be coming from the mall because the mall is a transfer spot. He continued to review the new bus routes. He pointed out the changes to the Wabash Ave. route and stressed that there have not been any negative comments on this proposal. **Pat** mentioned that there is a lot of ridership out by Madison Cottages. She asked if there was a senior community being built at 3rd and Kossuth. **John** stated that he was not sure, but there are a lot of apartments in the area. **Doug** mentioned that Bristol Park was just south of Coppergate.

John recapped the Hop-n-Go and Ready-to-Go routes and the proposed changes to them. **Steve** asked how close this route was to the other route that services Ivy Tech. **John** replied that they are staggered by about 15 minutes. He stressed that there will be buses at Ivy Tech every 15 minutes that will go to the door and not just stop on Creasy Lane.

John reviewed the proposed routes for West Lafayette. **Steve** asked if the second Yeager route would run at night. **John** replied negatively. **Paul Slavens** asked how late the services run. **John** stated that the fixed routes run as late as 10 pm and on campus during weekends some run as late as 3 am. He continued to review the West Lafayette routes. He stated that 70% of passengers, system wide, were students. **Pat** asked if the high school students rode for free. **John** explained that under 18 years of age was free and was recently amended to students enrolled in school and under 18. **Pat** asked if the school ID had to be shown. **John** replied affirmatively.

John continued to review the proposed routes. **Steve** asked if the express buses would be eliminated. **John** replied affirmatively. **Paul** asked if there were a lot of passengers to the Veteran's Home. **John** replied affirmatively, mostly employees. **Paul** asked if the trolley service was still free. **John** stated that it was and would be free for 5 years. **Steve** asked if there were still a lot of complaints about the trolley. **John** said that most people understand the situation. He reiterated that this proposal would be presented to the board of directors the next night for their review and vote. He said that if it is approved it would take effect in July.

Paul asked if this would increase the number of buses used. **John** stated that this plan would decrease the amount of buses needed. He mentioned that buses are made to last 12 years and they currently have some that are 17 years old. He stated that a 15-year bus replacement plan has been submitted and should be able to start ordering new buses next year. **Paul** asked how much new buses cost. **John** replied approximately \$300,000. **Steve** asked how the fuel prices affected service. **John** explained that fuel prices are locked in every year. He mentioned that the highest costs in the annual budgets are salaries and benefits and personnel issues. He said that diesel and lubricants do not even show up in the top ten budget costs. **Pat** asked what percentage of buses were 17 years old. **John** stated that 37 out of 60 buses were 17 years old. **Steve** asked how shelters were handled and who provides them. **John** stated that several property owners have built them on their own at their own expense. He mentioned that The Lodge in West Lafayette is the only heated shelter. He said that he keeps track of all shelter requests and compare them against ridership numbers. He explained that there is a budget for them every year and they use that to determine where the allotted budget should be spent. He mentioned that they hoped to build 6-8 new shelters next year. He said that each shelter is 6,000 to 7,000 dollars to build and maintain. **Paul** asked how big the shelters are. **John** stated that they vary but the standard is 4' by 8'. He pointed out that most of them are partnerships with the property owners. **Steve** said that he has heard requests to put one in at the corner of McCormick and Lindberg. **John** stated that was a stop that was high on the priority list. **Steve** stated that he liked the proposal and the new routes and mentioned that they made a lot of sense.

Pat mentioned that there were new senior apartments going up in the Historic Jeff district. She pointed out that they would be rented very quickly and asked if that was considered in the new routes. **John** stated that they were aware of that and 9th Street is very well served. **Steve** mentioned that there were a lot of new apartments west of Klondike Road. **John** stated that they looked very closely at that area but were not able to accommodate it at this time. He pointed out that the neighborhood streets were not designed to handle transit traffic. **Steve** stated that the only negative aspect is that is a long trip for the students. **John** stated that it takes about 15 minutes to get from this neighborhood to campus. **Pat** asked if the buses that can carry bikes have been as useful as they anticipated. **John** replied affirmatively. He said that about 2/3 of their fleet can accommodate bikes and the goal is to have racks on all of them within 5 years. He explained that in the past the main problem with the racks was inconsistency. **Steve** asked how many bikes each rack held. **John** replied 2, and commented that there is hardly ever a situation where more than 2 are needed.

Geneva asked to revisit the 29th Street / Vinton Street route that was being eliminated. She stated that she was concerned about the grade school children that ride that route. She asked if those children would have to transfer downtown in order to get to Sunnyside School. **John** replied affirmatively and explained what route they would have to take and where they would have to transfer. **Geneva** stated that this had a lot of parents concerned because children would be transferring downtown, with no security and in the early morning darkness. She asked if there was any way to have a route that would not require them transferring. **John** stated that he heard the same concern at the Lafayette School Corporation's board meeting. He pointed out that concern usually stems from parents having little personal experience with the bus system. He said that he has taken parents on the route to show them where the children go, where the buses park, where they transfer and how the drivers watch out for them. He stated that the daily ridership is about 23,000 and about 500 of those are children. He said that most of the 500 are high school students, but the ridership of Sunnyside Middle School is rising. He mentioned that another conflict is that riders who come from Meijer, with lots of purchases, now have to share the route with a lot of middle school children. **Geneva** stated that it was fantastic that children rode for free with their school ID. She asked if they could publish the fact that the children are safe on this route. She asked what would happen if the children missed the bus they were transferring to. **John** stated that the drivers, supervisors and dispatchers are all aware of the school schedules and this is a guaranteed transfer. He explained that if one bus were late, the other would wait for it. He mentioned all of the extra security that has been added to the buses, such as 5-8 security cameras per bus.

IV. QUESTIONS, COMMENTS, OR SUGGESTIONS

Doug stated that the next meeting would be late in May. He said that he hoped to present what the City, County and State DOT would be looking to do in the next 5 years. **Geneva** asked if they were still doing the Hot Spot Road Condition report. **Doug** replied affirmatively. He stated that Brian had recently received the accident data for 2003, in computer format. He explained that they had already received most of 2001 and in the next month should receive the data for 2002. He pointed out that from now on the accident reports should be pretty up to date. **Geneva** stated that the Hot Spot report was very interesting and very helpful. **Doug** reviewed all the reports and links currently available on the transportation website. He explained how to get to the transportation page of the County website. **Geneva** asked if there was printed material available to pick up. **Doug** stated everything on the website was previously available in hardcopy.

Geneva asked if a big box retailer was still going to be going into the Alcoa site. **Doug** stated that was still the case, but there has not been anything official released or filed with any government entity. He mentioned that it would also have to go through the Tech Committee if there were to be any changes to a State Road. **Steve** asked if there were any conclusive findings on the traffic light study. **Doug** stated that a traffic light would probably go in, but the question would be what will happen to the light north of SR 38. He explained the concerns INDOT had of left turns onto SR 52 and the fact that there would need to be more lanes and there is not enough room for them. He stated that the district office has been researching the situation, but have put it on hold until something is started on this site. He mentioned that the State would be completely redoing SR 52 all the way to Greenbush Street, around 2007 or 2008.

Steve asked what happened with the study of SR 26 and Creasy Lane. **Doug** stated that there was a public meeting a few months ago, and they are in the process of preparing a report and recommendation. He said that the recommendation would be to have a major widening of SR 26.

Geneva asked about the problems on Fannon Drive, north of the Fannon Connection. **Doug** stated that was due to a property acquisition. He explained that if there were a longer merge area, it would affect all of the property owners. **Geneva** asked if there was a better way to mark the lanes so that drivers would

get in the proper lane from the beginning. **Doug** mentioned that there is a truck diamond in the middle of the road. He said that he would send an email addressing this problem to Opal Kuhl and Dan Auckley.

Pat thanked Doug for attending her neighborhood hearing. She invited him to attend future meetings if he needed public input on anything. She asked about the Hot Spot Report. **Doug** stated that the report would be out later this year.

Geneva asked where City Bus received their input on the route changes. **Doug** explained that some input came from riders and phone calls and letters. He mentioned that persons from key groups were also invited. **Geneva** stated that she would have liked to have known about it. She mentioned all of the senior centers and hoped that someone looked at bus routes accessing them. **Doug** stated that the City Bus staff is very good at looking at all the different problems on an on-going basis.

V. ADJOURNMENT

The next meeting is scheduled for May 25, 2004.

Respectfully submitted,



Michelle D'Andrea
Recording Secretary

Reviewed by,

Brian Weber
Transportation Planner